



National Transportation Safety Board Aviation Accident Final Report

Location:	MIAMI, FL	Accident Number:	MIA96FA068B
Date & Time:	01/23/1996, 1810 EST	Registration:	IDFML
Aircraft:	Boeing 747-243B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	250 None
Flight Conducted Under:	Part 129: Foreign		

Analysis

The ground controller (GC) had coordinated with the local controller (LC) and had cleared the B-747 across RWY 12 on taxiway V. The MD-11 had landed on RWY 9R and was in contact with the LC while holding short of RWY 12 at taxiways V and S. The flightcrew of the B-747 reported to the GC that the MD-11 was in the way on the opposite side of the runway. The GC did not acknowledge this and again cleared the B-747 across the rwy. The B-747 crossed the runway and stopped short of the MD-11. The tail of B-747 was still over the edge of RWY 12. The LC asked the MD-11 if they could make a right turn onto taxiway S. The flightcrew of the MD-11 acknowledged this as a clearance and began a right turn. The captain of the B-747 saw the MD-11 begin to move and transmitted on the ground control frequency for the pilot to stop. The MD-11 was on the local control frequency. The captain of the MD-11 pulled the aircraft to the far right side of the taxiway and the right main landing gear collided with 2 taxiway lights. The left wingtip of the MD-11 struck the nose of the B-747. As this occurred the GC asked the B-747 to pull up because the tail was obstructing RWY 12 and there was traffic landing. As the B-747 pulled forward, the left wingtip of the MD-11 collided with the left wing of the B-747. The landing traffic had included a 'heavy' aircraft which had landed while the B-747 was not completely clear of the runway (all parts of the airplane had not crossed the holding line).

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The local and ground controllers' failure to adequately coordinate the movement of the two airplanes, the tower cab supervisor's failure to provide adequate supervision to the controllers, the MD-11 flightcrew's misinterpretation of the local controller's question about whether they could make a right turn onto another taxiway as a clearance, and the MD-11 flightcrew's failure to ensure that their aircraft could clear the B-747.

Findings

Occurrence #1: COLLISION BETWEEN AIRCRAFT (OTHER THAN MIDAIR)

Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (C) CONTROL TOWER SERVICE - INADEQUATE - ATC PERSONNEL(LCL/GND/CLNC)
2. (C) SUPERVISION - INADEQUATE - ATC PERSONNEL(SUPERVISOR)
3. (C) INTERPRETATION OF INSTRUCTIONS - IMPROPER - PILOT OF OTHER AIRCRAFT
4. (C) CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Factual Information

Same as narrative for MIA96FA068A.

Pilot Information

Certificate:	Airline Transport; Foreign	Age:	52, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/21/1995
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	17593 hours (Total, all aircraft), 6002 hours (Total, this make and model), 12667 hours (Pilot In Command, all aircraft), 110 hours (Last 90 days, all aircraft), 39 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	IDML
Model/Series:	747-243B 747-243B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	22511
Landing Gear Type:	Retractable - Tricycle	Seats:	437
Date/Type of Last Inspection:	12/29/1995, Continuous Airworthiness	Certified Max Gross Wt.:	823000 lbs
Time Since Last Inspection:	396 Hours	Engines:	4 Turbo Fan
Airframe Total Time:	59875 Hours	Engine Manufacturer:	GE
ELT:	Installed, not activated	Engine Model/Series:	CF6-50-E2
Registered Owner:	ALITALIA LINEE AEREE ITALIANE	Rated Power:	52500 lbs
Operator:	ALITALIA LINEE AEREE ITALIANE	Operating Certificate(s) Held:	None
Operator Does Business As:	ALITALIA	Operator Designator Code:	AAPF

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	MIA, 11 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1821 EST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 6000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22° C / 15° C
Precipitation and Obscuration:			
Departure Point:	(MIA)	Type of Flight Plan Filed:	IFR
Destination:	ROME, OF (LIRF)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class D

Airport Information

Airport:	MIAMI INTERNATIONAL (MIA)	Runway Surface Type:	
Airport Elevation:	11 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	19 None	Aircraft Damage:	Substantial
Passenger Injuries:	231 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	250 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JEFFREY L KENNEDY	Report Date:	02/05/1998
Additional Participating Persons:	ROBBY ROBINSON; MIAMI, FL GARY L ZINDARS; MARIETTA, GA BRUCE DRUM; MIAMI, FL		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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